



Location and Appearance of Required Off-Street Parking

- LI41** Accommodate off-street parking for multifamily structures in a manner that will maintain an attractive environment at street level, continue the existing pattern of landscaped front yards, facilitate traffic flow, and sustain on-street parking capacity.
- LI42** Generally prohibit parking in the front of multifamily buildings to achieve desired conditions along the street frontage, but allow exceptions to encourage and facilitate development of ground-related housing, avoid creating additional construction costs, and to buffer areas of low intensity development.
- LI43** Permit off-site accessory use parking structures in Highrise zones to encourage shared parking facilities and to provide the flexibility to develop parking separate from residential structures. Ensure through criteria for approval that such parking is compatible with the residential character of the area, and that development standards for curb cuts, screening and landscaping, setbacks, height, access, signs, and lighting are met.

Small Institutions And Public Facilities

- LI44** In recognition of the positive contribution many institutions and public facilities have made to the residential areas in which they are located, respecting community needs and providing necessary services, allow small institutions and public facilities to establish or expand in multifamily areas,

provided they are compatible with the residential character and scale of the area.

- LI45** Allow consideration of Major Institution status for small institutions of five or more acres which wish to expand outside their existing campus, and small institutions which find that the development standards of the multifamily classification in which they are located are inadequate to their development needs.
- LI46** Development standards affecting building height, bulk, setbacks, open space, landscaping and screening for small institutions and public facilities in multifamily zones shall be similar to those required of housing, but should be allowed to vary somewhat because of the special structural requirements of some institutional uses. Criteria shall be established, limiting variation in order to achieve design compatibility with scale and character of the surrounding area. Except for spires on religious institutions, do not permit small institutions or public facilities to vary from the multifamily zone height limits.
- LI47** Establish additional development standards for small institutions and public facilities regarding light, glare, noise and parking and transportation.
- LI48** Consider mitigating the negative impacts of traffic and parking by locating parking facilities to avoid traffic through residential streets, or establishing joint use of existing parking with adjacent uses.





L149 Allow modifications to standards for required off-street parking, based on the anticipated use of the facility, size of meeting or assembly areas, hours of use, anticipated effects of parking on the surrounding community, information contained in the transportation plan, access to public transportation and carpools, and other considerations of need and impact.

L150 Allow small institutions and public facilities to not satisfy all parking demands they generate, if they to demonstrate how they will reduce traffic impacts. Do not permit the creation of a serious safety problem or blighting influence on the surrounding neighborhood.

Concentration of Institutions and Public Facilities.

L151 Avoid the concentration of institutions and public facilities if that concentration creates or further aggravates parking shortages, traffic congestion, and noise in or near residential areas.

Expansion of Non-Conforming Structures.

L152 Encourage the continued use of non-conforming institutional facilities by allowing for expansion or structural changes, as long as such expansion does not increase the structure's non-conformity and is within the development standards of the zone.

Public Facilities.

L153 Allow public facilities not meeting the definition of a small institution to be located in multifamily areas for reasons of public necessity, provided that the relationship with surrounding uses is considered in the design, siting, landscaping and screening of such facilities, and parking and transportation considerations are evaluated.

Joint Use or Re-Use of Public Schools

L154 In order to retain for future school use public school buildings no longer fully utilized as schools in multifamily areas allow non-residential uses otherwise not permitted in multifamily areas to locate in school buildings as long as specific criteria for each such re-use are met.

Criteria for Proposed Uses.

L155 Determine criteria for judging the acceptability of proposed uses of school buildings for each school, which may differ from school to school. Address through the criteria the effects of the uses on students, teachers, and residents of the surrounding area, and traffic, parking and other land use impacts. Determine the specific criteria for each school through a process which ensures the participation of the Seattle School District, the City, and the neighborhood involved.





MIXED-USE COMMERCIAL AREAS

Goals

- LG65** Accommodate diverse uses that contribute to the city's total employment base and provide the services needed by the city's residents and businesses.
- LG66** Allow a mix of business activities that encourage business creation, expansion and vitality, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas.
- LG67** Provide zones with a wide range of character and function that serve the employment, service, retail and housing needs of Seattle's existing and future population.

Policies

Zones

- L156** Recognize a range of commercial zone classifications, which allow for different mixes and intensities of activity, varying scales of development, and varying degrees of pedestrian or auto orientation and relationship to surrounding areas, in order to accommodate desired development while maintaining compatibility with adjacent neighborhoods.
- L157** Distinguish between pedestrian-oriented commercial zones which are compatible with their surrounding neighborhoods, and general commercial zones which are intended to accommodate a broader range of

commercial activity, with uses dependent on automobile access and thus less compatible with pedestrian activity.

- L158** Generally permit a greater intensity of development in mixed-use structures in pedestrian and transit supportive environments.
- L159** Assign one of six commercial zone classifications (NC1, NC2, NC3, NC/R, C1, or C2) to commercial land according to the area's intended commercial function, its existing and desired character, and the physical conditions of the area and its surroundings.

Uses

- L160** Allow or prohibit uses in commercial areas based on the intended function of the commercial zone and the impacts the uses can be expected to have on the commercial area and surrounding areas.
- L161** Treat as conditional uses those activities having potentially severe impacts either because of the character of surrounding business and residential areas, or where the cumulative impacts of more than one such activity would be incompatible with the other permitted uses in the area.





LI62 Permit or prohibit public facilities similar to those provided by the private sector, such as offices, athletic facilities, or medical service uses, in all commercial zones according to the use regulations and development standard for the particular type of use. Public facility uses not similar to those permitted for the private sector shall be permitted unless specifically prohibited. Allow changes by the Council to development standards that cannot be met for reasons of public necessity.

LI63 Require an administrative review for establishment or expansion of uses identified as heavy traffic generators, including any use which may be identified as a heavy traffic generator in the future, in order to control traffic impacts associated with such uses and ensure that the use is compatible with the character of the commercial area and its surroundings.

LI64 Allow a non-conforming use to continue, but prohibit its expansion. Allow a non-conforming use to be replaced by a similar or less detrimental non-conforming use of the same or smaller size.

Size of Use

LI65 Limit the size of non-residential uses in NCI and NC2 areas and specific uses in NC3 and CI areas in order to ensure that the scale of uses is compatible with the character and function of the commercial area, encourage uses to locate where traffic impacts can best be handled, promote compatible land use and transportation patterns, and foster healthy commercial development;

except that existing businesses may be allowed limited expansion beyond the established size limits in order to facilitate growth of permitted uses compatible with the function of the zone and surrounding areas.

Outdoor Activities

LI66 Prohibit or limit the location and size of outdoor uses and activities in specified commercial areas according to the function of the area and proximity to residentially zoned lots, in order to maintain and improve the continuity of the commercial street front, reduce the visual and noise impacts associated with such outdoor activities, and maintain compatibility with adjacent residential areas.

Drive-In Business

LI67 Regulate drive-in businesses and accessory drive-in facilities through development standards that vary according to the function of the commercial area in order to minimize traffic impacts and pedestrian-vehicle conflicts, avoid disruption of an area's business frontage, and improve the appearance of the commercial area.





Housing

- L168** Allow residential use in neighborhood commercial areas to encourage housing in close proximity to shopping services and employment opportunities.
- L169** Encourage residential development to occur primarily in mixed use development to ensure healthy business districts which provide essential goods and services and employment to the residents of the city.
- L170** Conserve the limited amount of commercially zoned land for commercial uses by limiting the conditions under which single-purpose residential development is permitted in commercial zones.
- L171** In C2 zones review residential projects to reduce the possibility of conflict between uses and to conserve a portion of the limited commercially zoned land for commercial purposes.
- L172** Limit lot coverage above the ground floor for structures containing residential uses to maintain compatibility with the scale and character of commercial areas and their surroundings, and to limit the impact on views. Ensure light and air and open space amenities for residents and appropriate sound-proofing for dwelling units through development standards for mixed-use structures.
- L173** Provide open space as part of mixed-use and single-purpose residential developments in commercial areas to ensure open space amenities are available to residents and employees.

Density Limits

- L174** Ensure a compatible scale and intensity of development and control such impacts as shadows, bulk, and traffic associated with high-rise development through density limits for development in commercial zones.

Parking

- L175** In order to ensure short-term customer parking nearby, reduce congestion on adjacent streets, and minimize spillover parking into adjacent residential areas, maintain minimum parking requirements for uses allowed in commercial areas. Set requirements to discourage underused parking facilities, which may mean tolerating occasional spillover parking, and allow minimum parking requirements to be waived or reduced to promote the maintenance and development of neighborhood commercial uses that encourage transit and pedestrian activity and variety of services in commercial areas. Allow parking requirements to be reduced where parking demand is less because of the provision of an alternative transportation program. Such programs include the provision of carpool parking, vanpools, transit passes or extra bicycle parking for employees.
- L176** Consider higher parking requirements for large residential developments in excess of the established parking ratios, under limited circumstances, to minimize conflicts with commercial activity in the area.





- L177** Allow shared parking by two or more uses to satisfy all or a portion of the off-street parking requirement to avoid unneeded parking facilities, and to maintain land for commercial preferred uses.
- L178** Allow parking management provisions to be reviewed or established in selected commercial areas, which may include locally sensitive measures such as cooperative parking, shared parking, restricted access, or special measures to meet the parking requirements established in these policies, such as carpools, vanpools, parking incentives, or transit pass subsidies.
- L179** Allow parking reductions when several businesses share customer parking to enable customers to park once and walk to numerous businesses, achieving greater parking efficiency.
- L180** Require bicycle facilities in NCI, NC2, NC3, and CI areas to encourage energy conservation and reduce traffic congestion.
- L181** Regulate the location of and access to off-street parking to maintain and improve the continuity of business frontage, to facilitate pedestrian and vehicular traffic circulation, and to minimize adverse impacts on adjacent areas.
- L182** Restrict the number and size of curbcuts to preserve on-street parking spaces, to reduce pedestrian/auto conflicts, and to protect the commercial character of an area.

- L183** Regulate the location of off-street parking facilities on a lot according to the function and characteristics of the commercial area, as indicated by its designation as either a pedestrian-oriented commercial zone or a general commercial zone.
- L184** Consider impacts on traffic and pedestrian circulation and compatibility with surrounding areas in locating access to off-street parking. Encourage access to parking from the street with the least amount of commercial frontage on sites bounded by more than one street. Generally encourage alley access to off-street parking, but parking access may be limited if the alley is used for loading purposes.
- L185** Encourage the use of smaller, more energy efficient automobiles by requiring that a portion of parking spaces be striped for compact cars.

Signs

- L186** Regulate signs to facilitate adequate identification of businesses, reduce visual clutter and enhance the appearance and safety of commercial areas. Adapt provisions to correspond with the character and scale of commercial areas.
- L187** Allow flexibility in the height or overall area of signs on existing or new buildings which use a comprehensive design plan to create visual harmony between the sign, the building, and the site where it is located through the use of a consistent design theme.





- L188** Allow for establishing a Local Option Sign District where code standards may be more or less restrictive than the underlying regulations.

Noise Control

- L189** Require uses identified as major noise generators, due to the type of equipment used or the nature of the business, to take additional measures to reduce noise to ensure consistency with permitted noise levels in commercial areas.

- L190** Establish maximum permitted noise levels in Commercial areas to reduce health hazards and nuisance factors associated with noise generated by some commercial uses.

Airborne Emissions and Odors

- L191** Regulate certain uses and activities in all commercial zones to maintain and encourage successful commercial activities while protecting employees, clients, nearby residents and the general public from the impacts which may occur from odors and airborne pollutants.

Light and Glare

- L192** Establish controls on the direction and maximum height of lighting, and the glare from reflective materials used on the exterior of structures located in commercial areas. The intent of this policy is to facilitate the illumination of structures, parking areas, and outdoor storage areas, while limiting light and glare on surrounding uses, enhancing

the commercial environment and encouraging energy conservation.

Setbacks

- L193** Limit requirements for ground level setbacks in commercial areas primarily to development on lots adjacent to residential zones to allow flexibility in siting, permit full use of a site for permitted development, and maintain and encourage contiguous building facades that provide an attractive commercial environment at street level.

Screening and Landscaping

- L194** Require screening, landscaping, and street trees in commercial areas to enhance the business and pedestrian environment and maintain compatibility with surrounding residential areas. Include development standards that improve the street environment of commercial areas, reduce light and glare, and maintain compatibility with the landscaped character of adjacent residential areas.

Heights

- L195** Assign height limits to commercial areas independently of the commercial zone designations. Allow different areas within a zone to be assigned different height limits based on the appropriate height needed to accommodate the desired functions and intensity of development, to provide a compatible scale relationship with existing development and to address potential view blockage. Establish predictable maximum heights that respond to varying topographical conditions.





L196 Allow limited exceptions to the height limit in order to accommodate ground-floor commercial uses or special rooftop features, to facilitate development of mixed-use structures or to enable structures to function appropriately.

Special Review District

L197 Allow designation of a commercial area as a landmark district to protect, enhance, and perpetuate the individual historical or architectural identity of the area, recognizing that landmark designations help protect significant buildings and qualities that distinguish these areas, and encourage stability, restoration, and planned development.

L198 Allow development standards and design review to be adopted specifically for a designated landmark district, including guidelines that may specify design-related features allowed, encouraged, limited, or excluded from the district. Allow adopted guidelines to modify, exempt, or supersede the standards of the underlying commercial zone, although for elements not included in the landmark district guidelines, the standards of the existing commercial designation shall continue to apply.

PEDESTRIAN ORIENTED COMMERCIAL ZONES

Goals

LG68 Promote commercial areas with a development pattern, mix of uses and intensity of activity generally oriented to pedestrian and transit use by maintaining

areas that already possess these characteristics and encouraging the transition necessary in other areas to achieve these conditions.

1. Strong, healthy business districts that are compatible with their neighborhoods, reinforce a sense of belonging while providing essential goods, services, and livelihoods for the residents of the city;
2. Mixed activity in commercial areas with development in adjacent areas;
3. Appropriate transitions in the scale and intensity of development between areas;
4. Residential development that is both livable for residents and compatible with the desired commercial function of the area; and
5. An active, attractive, accessible pedestrian environment.

Policies

L199 Include among pedestrian oriented commercial zones (Neighborhood Commercial 1 (NC-1), Neighborhood Commercial 2 (NC2), Neighborhood Commercial 3 (NC3), Neighborhood Commercial 2/Residential (NC2/R), and Neighborhood Commercial 3/Residential (NC3/R).

L200 Generally allow pedestrian-oriented commercial zones in urban villages to accommodate densities of development and mixes of uses that support pedestrian activity and transit use.





L201 Neighborhood Commercial Residential (NC/R) zones may be located only:

1. a. in urban center villages;
 - b. in hub urban villages when consistent with the urban village strategy; or
 - c. in some instances, residential urban villages, where it is desirable to accommodate a concentrated mix of shopping activity and residential support services at appropriate intensities, while also promoting moderate and high density housing development.
2. pursuant to a neighborhood plan adopted by the City Council.

L202 Provide use and development standards for pedestrian oriented commercial zones which promote an environment conducive to walking and a mix of commercial and residential uses that promote the goals for these zones.

L203 Locate parking facilities in pedestrian-oriented commercial zones where conflicts with pedestrian circulation and interruptions in the continuity of the street frontage will be minimized, such as to the side or rear of the building, below grade, or built into the building and screened from the street front.

L204 Pedestrian oriented commercial zones are generally appropriate both inside and outside of urban villages where

residential uses either exist or are in close proximity and where the intensity of development allowed under the particular zone designation conforms in size and scale to the community it serves.

Pedestrian Districts

L205 Establish special pedestrian districts with additional development standards that may vary to reflect different characteristics and conditions of pedestrian-oriented commercial zones in order to preserve or encourage intensely retail and pedestrian-oriented shopping districts where non-auto modes of transportation to and within the district are strongly favored.

GENERAL COMMERCIAL ZONES

Goals

LG69 General commercial zones accommodate activities highly dependent on automobile access and more intensive commercial and light manufacturing uses that are generally incompatible with pedestrian-oriented residential and mixed-use environments.

Policies

L206 Include among the general commercial zones Commercial 1 (C-1) and Commercial 2 (C-2).

L207 Accommodate in general commercial zones the broadest range of commercial activities allowed in commercial areas.





L208 Limit or prohibit where appropriate housing and/or substantial amounts of office development in general commercial areas because:

1. the auto oriented nature of the area or development renders high auto commuter trip generating uses less appropriate;
2. these uses potentially conflict with the preferred commercial function of an area or with the activities in adjacent areas; or
3. the available land for certain commercial activities is limited and may be displaced if uses are allowed above certain intensities.

L209 Recognize shopping centers, retail stores of all sizes, warehouses of moderate size, small office buildings of limited floor area, and, where appropriate, moderate scale residential and mixed use structures as appropriate building types in general commercial zones.

L210 Consider general commercial zones to be generally appropriate in auto oriented commercial areas serving a citywide clientele located along major arterials with ready access from principal arterials, or areas adjacent to manufacturing or industrial zones. Areas generally appropriate for general commercial zones should also be characterized by a predominance of large lots, and limited pedestrian access, where adequate buffers can be provided between the area and residential areas or commercial areas of lesser intensity.

L211 Require that parking facilities in general commercial zones be treated the same as in pedestrian-oriented commercial zones when the higher alternative residential or office density limits are used.

L212 Generally assign height limits to general commercial zones that are compatible with the height of existing commercial development or are necessary to accommodate the requirements of the commercial activities intended for these zones and not to encourage high density development of such uses as housing and offices more appropriately located in pedestrian-oriented zones.

INDUSTRIAL AREAS

Goals

LG70 Promote high-value-added economic development and support growth in the industrial and manufacturing employment base.

LG71 Preserve industrial land for industrial uses and protect viable marine and rail-related industries from uses competing for scarce land resources.

LG72 Provide opportunities for industrial activity to thrive.





LG73 Accommodate the expansion of existing businesses and stabilize existing industrial areas. Promote opportunities for new businesses that are supportive of the goals for industrial areas. Provide some measure of protection to viable marine and rail related industries from uses competing for scarce land resources.

LG74 Give adequate attention to the needs of industrial activity while reducing major land use conflicts between industrial development and abutting residential or pedestrian oriented commercial areas, without placing unnecessary restrictions on manufacturing uses.

LG75 Restrict or prohibit uses that may negatively affect the availability of land for industrial activity, or that conflict with the character and function of industrial areas.

LG76 Prevent incompatible activities from locating in close proximity to each other, while accommodating a mix of compatible employment activities in areas of diversified uses.

Policies

L213 Include among industrial zones the IG-1, IG-2, IB and IC accommodate a range of industrial characters and mixes of industrial and commercial uses.

L214 Designate as industrial areas where:

- I. the primary function is industrial activity, including manufacturing uses, advanced technology industries and a wide range of industrial-related commercial functions, such

as warehouse and distribution activities.

2. the basic infrastructure needed to support industrial uses already exists.
3. areas are large enough to allow the full range of industrial activities to function successfully.
4. there is either sufficient separation or special conditions that reduce the potential for conflicts with development in adjacent, less-intensive areas.

L215 Consider manufacturing uses, advanced technology industries and a wide range of industrial-related commercial functions, such as warehouse and distribution activities appropriate activities for industrial areas.

L216 Consider high value-added, living wage industrial activities to be a high priority.

L217 Permit commercial uses in industrial areas to the extent that they reinforce the industrial character, and limit specified non-industrial uses, including office and retail development, in order to preserve these areas for industrial development.

L218 Prohibit new residential uses in industrial zones, except for special types of dwellings that are related to the industrial area and that would not restrict or disrupt industrial activity.





- L219** Restrict to appropriate locations within industrial areas those industrial uses which, by the nature of materials involved or processes employed, have a potential of being dangerous or very noxious.

General Industrial Zones

- L220** Promote through the general industrial zones the full range of industrial activities and related support uses.
- L221** Include under the general industrial designation those areas most suited to industrial activity, where the separation from residential and pedestrian-oriented commercial areas is sufficient to reasonably mitigate the impacts associated with industrial uses.
- L222** Seek to protect industrial activity by differentiating among General Industrial zones according to permitted densities for commercial uses not directly related to industrial activity and by limiting the size of certain permitted uses.

Zoning Classifications

- L223** Apply two separate zoning classifications, General Industrial-I (IG-I) and General Industrial-2 (IG-2), to designated general industrial areas. The distinction between these classifications is the density permitted for commercial uses not related to industrial activity.
- L224** Protect marine and rail related industrial areas from an inappropriate level of unrelated retail and commercial uses through designation as IG-I. In the IG-I zone limit unrelated uses to a density or

size limit lower than that allowed for industrial uses.

- L225** Limit the size of specified commercial uses in the IG-2 zone to allow a broader range of uses. The IG-2 zone is intended for industrial areas where the industrial function is less established, and where additional commercial activity could improve employment opportunities and the physical condition of the area, and cause fewer conflicts with industrial activity.

Uses

- L226** Require conditional use review for certain uses to ensure compatibility with the primary industrial function of the zone. Require mitigation of any impacts on industrial activity, the immediate surroundings, and the environment in general. Because of the nature of industrial uses classify certain non-industrial uses as conditional uses in order to protect public safety and welfare on non-industrial sites.
- L227** Prohibit certain uses to preserve land for industrial activity or to minimize conflicts that may occur between the use and industrial activity because the use attracts large numbers of people to the area for non-industrial purposes, or because the use would be incompatible with typical industrial area impacts (noise, truck movement, etc.).





Industrial Buffer Zone

L228 Provide through the Industrial Buffer zone designation an appropriate transition between industrial areas and adjacent residential zones, or commercial zones having a residential orientation and/or a pedestrian character. Permit within the Industrial Buffer zone the widest possible range of manufacturing uses and related industrial and commercial activities, while ensuring compatibility with the activity and physical character of abutting, less intensive zones. Include development standards or performance standards to protect the livability of adjacent areas. Apply these standards only where existing conditions do not adequately separate industrial activity from less intensive zones.

Uses

- L229** Through the use provisions of the Industrial Buffer zone continue to support industrial activity while permitting uses that are compatible with development in the abutting zone, or can be made compatible through development standards, performance standards, or special conditions.
- L230** Require conditional use review for certain uses to ensure compatibility with uses located in abutting, less intensive zones, to ensure consistency with Council-adopted neighborhood plans, or to evaluate certain uses that could have significant impacts on other nearby uses.

Industrial Commercial Zone

L231 Apply the Industrial Commercial zone designation to industrial areas where it is appropriate to promote a mix of industrial and commercial activities, including light manufacturing and research and development. Accommodate a wide range of other employment activities as well. Limit development density to reflect transportation and other infrastructure constraints while taking into account other locational features of an area. Employ development standards in the zone designed to create an environment attractive to business, while recognizing the economic constraints facing new development.

Uses

- L232** Maintain use provisions in the Industrial Commercial zone to ensure that land is available for a wide range of employment activities and that areas will exist to accommodate the needs of developing new businesses.
- L233** Require conditional use review for certain uses to ensure compatibility with uses located in abutting, less intensive zones; and to ensure safety and compatibility with other uses within the zone.
- L234** Incorporate performance standards in the Industrial Commercial zone to maintain a high quality environment within the zone and to protect abutting, less intensive areas from hazards, nuisances, and objectionable impacts associated with permitted activities.





Density

L235 Limit the density of development through a floor area ratio (FAR) to ensure a level of activity compatible with industrial activity. The FAR is also intended to ensure that new development can be accommodated without major redevelopment of transportation and utility systems, and without creating other substantial negative impacts.

L236 Restrict the density or floor area of commercial uses not directly related to industrial activity to preserve industrial shorelines for industrial marine activity and to preserve access to major rail corridors. Vary the restrictions by industrial zone.

Height

L237 Apply special height provisions on the edge of the Buffer zone to ensure visual compatibility and a transition in scale between industrial areas and less intensive abutting zones. Do not apply the height limit where streets provide an adequate separation based upon street width, traffic, noise and topography. Apply a lower height limit for greater depth of the zone where the zone is located across from a Single Family or Lowrise multifamily residential zone.

L238 Apply a range of maximum building height limits for all uses in Industrial Commercial zones to protect the special amenities that attract new technology industrial development, such as views of water, shoreline access, and the scale and character of neighboring

development, so that these amenities will continue to be enjoyed, both within the zone and from the surrounding area. Assign height limits independently of the zoning designation to provide flexibility in zoning specific areas. Allow different areas within a zone to be assigned different height limits, according to the locational criteria.

Screening, Landscaping, and Setback Requirements

L239 Apply standards for screening, landscaped areas, curbs and sidewalks, setbacks, and street trees to improve the appearance of, or obscure, outdoor activity, to maintain continuity along a street front, to enhance the environment and safety of the buffer area and to maintain compatibility with adjacent areas.

L240 Employ setback requirements for lots across the street from a residentially zoned lot to maintain a compatible scale of development along opposing industrial and residential streets. Do not apply increased setback requirements where an industrial lot is adequately separated from a residentially zoned lot by an unusually wide public right-of-way.

L241 Require special measures to address the visual impacts of outdoor and auto-related activities to ensure compatibility between these uses and less intensive zones.





Signs

- L242** Apply the same sign standards as those for the CI zone in order to minimize impacts on the surrounding area.

Development Standards

- L243** Include development standards in the Industrial Commercial zone designed to create an attractive environment for new industry and ensure compatibility with surrounding development without inhibiting more traditional industrial activity or the expansion of smaller firms already located in the area. Generally require screening, landscaping and setback standards in the Industrial Commercial zone similar to those found in the Neighborhood Commercial areas to promote an attractive setting for new industries.

Parking and Loading

- L244** Maintain minimum parking and loading requirements for various uses to provide for employee and customer parking near businesses, accommodate loading needs and maintain adequate vehicular circulation while furthering the intent of industrial business attraction and expansion.
- L245** Seek a balance in off-street parking requirements between the need to ensure an adequate supply of parking to meet industrial business demands and the need to encourage the use of transit, vanpools, carpools, and bicycles as alternatives to commuting by auto.

- L246** Provide for waivers and reductions from the established requirements to encourage the use of small sites, landmarks, and the reuse of existing structures.

- L247** Allow a reduction in the required number of parking spaces where alternative transportation programs are provided that reduce off-street parking demand, or where convenient access to transit reduces off-street parking demand.

- L248** Allow shared parking by two or more uses to satisfy all or a portion of the parking requirements to avoid unneeded parking facilities and to maintain land for principal uses. Locate the shared parking facility within a reasonable distance to efficiently serve the uses. Adequate pedestrian access shall be provided. In order to ensure adequate parking, do not allow the reductions for shared parking if the provisions for cooperative parking facilities are used.

- L249** Prohibit park and pool lots within 3,000 feet of a downtown zone in order to prevent the use of industrial land for commuter parking for downtown workers.

- L250** Ensure that the on-site loading requirements balance traffic safety and circulation, provide adequate parking and loading facilities to support business activity, promote air quality, encourage efficient use of the land in industrial areas, and discourage under-used parking facilities. Allow some on-street loading and occasional spillover parking.





- L251** In order to accommodate small uses and sites allow the loading berth requirement to be waived if there is on-street or alley loading space available.
- L252** Allow existing loading deficits of legally established uses to continue even if a change of use occurs.
- L253** Maintain minimum standards for the design of loading areas, including loading bays and maneuvering space, reflecting the type of street providing access to the loading area, in order to protect the safe operation of traffic and neighboring businesses.
- L254** Maintain minimum and maximum standards for curb cuts and street driveways in order to balance the need to provide adequate maneuvering and loading areas with the goal of maintaining some on-street parking and safe pedestrian access.

Landscaping and Street Standards

- L255** Recognize the special working character of industrial areas by keeping landscaping and street standards to a minimum to allow as much flexibility as possible for industrial development except along selected arterials and where there is a specific need to mitigate impacts of new development. Provide landscaping in the Industrial Buffer zone to provide separation and maintain compatibility between the industrial area and less intensive zones.
- L256** On sites that are highly visible to the public because of their location on selected major arterials, require new development to provide street trees

and landscape screening in order to promote a positive impression of the City's industrial areas. Identify streets for this special treatment based on one or more of the following:

1. Streets that provide major routes through the city and/or serve as principal entrances to downtown.
2. Streets that provide the principal circulation route within an industrial area.
3. Streets where right-of-way conditions will permit required landscaping without conflicting with industrial activity.

Shoreline View Corridor

- L257** Allow certain additional view corridor standards to be applied outside of the shoreline district to preserve views of the water obtained through view corridors required in the shoreline district. Apply these standards to developments located on a waterfront lot (between the water and the nearest public road) adjacent to, but outside, the shoreline district. Do not apply these standards to areas along the Duwamish Waterway because they would not achieve the intended increase in visual access due to the generally flat terrain of the area and the substantially greater distances between arterials and the boundaries of the shoreline district.





DOWNTOWN AREAS

Goal

LG77 Promote downtown as an area that accommodates the broadest mix of activities and greatest intensity of development in the region.

Policies

L258 Recognize the division of downtown into areas with one of the following primary land use functions:

office,
retail,
mixed-use commercial,
mixed-use residential,
harborfront, and
industrial.

L259 Recognize among the downtown land use zones the following:

Downtown Office Core-1 (DOC-1)
Downtown Office Core-2 (DOC-2)
Downtown Retail Core (DRC)
Downtown Mixed Commercial (DMC)
Downtown Mixed Residential (DMR)
Pike Market Mixed (PMM)
Pioneer Square Mixed (PSM)
International District Mixed (IDM)
International District Residential (IDR)
Downtown Harborfront-1 (DH-1)

Downtown Harborfront-2 (DH-2)

L260 Include an open space requirement for downtown development to address the demand for new open space generated by employment and population growth. Require that public open space be both accessible and known to the public.

OVERLAY AREAS

Goals

LG78 Provide flexibility in, or supplement, standard zone provisions to achieve special public purposes where circumstances warrant. Such areas include shoreline areas, the airport height district, special review districts, major institutions, subarea plan districts, and other appropriate locations.

Policies

L261 Permit the establishment of zoning overlay districts, which may modify the regulations of the underlying land use zone categories to address special circumstances and issues of significant public interest in a subarea of the city, subject to the limitations on establishing greater density in single family areas. Overlays may be established through neighborhood planning.





MAJOR INSTITUTIONS OVERLAY AREAS

Goals

- LG79** Maximize the public benefits of major institutions, including health care and educational services, while minimizing the adverse impacts associated with development and geographic expansion.
- LG80** Recognize the significant economic benefits of major institutions in the city and the region and their contributions to employment growth.
- LG81** Balance each major institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods.
- LG82** Promote the integration of institutional development in the overall planning for urban centers.

Policies

- L262** Provide for the coordinated growth of major institutions through major institution conceptual master plans and the establishment of major institutions overlay zones.
- L263** Allow modifications to the underlying zone provisions in order to allow major institutions to thrive while ensuring that impacts of development on the surrounding neighborhood are satisfactorily mitigated.
- L264** Discourage the expansion of established major institution boundaries.

- L265** Encourage significant community involvement in the development, monitoring, implementation and amendment of major institution master plans, including the establishment of citizen's advisory committees containing community and major institution representatives.
- L266** Encourage Advisory Committee participation throughout the process of revision, amendment and refinement of the master plan proposal.
- L267** Require preparation of either a master plan or a revision to the appropriate existing master plan when a major development is proposed that is part of a major institution, and does not conform with the of the underlying zoning and is not included in an existing master plan.
- L268** Provide procedures for considering the establishment of new major institutions.
- L269** New institutions shall be located in areas where such activities are compatible with the surrounding land uses and where the impacts associated with existing and future development can be appropriately mitigated.





Overlay District

- L270** Establish a Major Institution Overlay (MIO) to permit appropriate institutional development within boundaries while minimizing the adverse impacts associated with development and geographic expansion. A further purpose is to balance the public benefits of growth and change for major institutions with the need to maintain livability and vitality of adjacent neighborhoods. Where appropriate, the establishment of MIO boundaries may contribute to the transition of physical development to ensure compatibility between major institution areas and less intensive zones.
- L271** Allow all functionally integrated major institution uses within each overlay district, provided the development standards of the underlying zone are met. Permit development standards specifically tailored for the major institution and its surrounding area within the overlay district through a master plan process.
- L272** Allow modification of use restrictions and parking requirements of the underlying zoning by the overlay to accommodate the changing needs of major institutions, provide flexibility for development and encourage a high quality environment. Allow modification of the development standards and other requirements of the underlying zoning by an adopted master plan.

Uses

- L273** Define all uses that are functionally integrated with, or substantively related to, the central mission of the major institution or that primarily and directly serve the users of the institution as major institution uses and permit these uses in the Major Institution Overlay district, subject to the provisions of this policy, and in accordance with the development standards of the underlying zoning classifications or adopted master plan.

Development Standards

- L274** Apply the development standards of the underlying zoning classification for height, density, bulk, setbacks, coverage and landscaping for institutions to all major institution development, except for specific standards altered by a master plan.
- L275** The need for appropriate transition shall be a primary consideration in determining setbacks.

Parking Standards

- L276** Establish minimum parking requirements in MIO districts to meet the needs of the major institution and minimize parking demand in the adjacent areas. Include maximum parking limits to avoid unnecessary traffic in the surrounding areas and to limit the use of single occupancy vehicles (SOV).
- L277** Allow short-term or long-term parking space provisions to be modified as part of a Transportation Management Program (TMP).





L278 Allow an increase to the number of permitted spaces only when it 1) is necessary to reduce parking demand on streets in surrounding areas and 2) is compatible with goals to minimize traffic congestion in the area.

L279 Use the TMP to reduce the number of vehicle trips to the major institution, minimize the adverse impacts of traffic on the streets surrounding the institution, minimize demand for parking on nearby streets, especially residential streets, and minimize the adverse impacts of institution-related parking on nearby streets. To meet these objectives seek to reduce the number of SOVs used by employees and students at peak time and destined for the campus.

Residential Structures

L280 Encourage the preservation of housing within major institution overlay districts and the surrounding areas. Discourage conversion or demolition of housing within a major institution campus, and allow such action only when necessary for expansion of the institution.

L281 Prohibit demolition of structures with non-institutional residential uses for the development of any parking lot or parking structure which could provide non-required parking or be used to reduce a deficit of required parking spaces.

L282 Prohibit development by a major institution within 2,500 feet of the MIO district boundaries when it would result in the demolition of structures with

residential uses or change of these structures to non-residential uses.

Master Plan

L283 Require a master plan for each Major Institution proposing development which could affect the livability of adjacent neighborhoods or has the potential for significant adverse impacts on the surrounding areas. Use the master plan to facilitate a comprehensive review of benefits and impacts of the Major Institution development.

L284 Use the master plan to

1. give clear guidelines and development standards on which the major institutions can rely for long-term planning and development;
2. provide the neighborhood advance notice of the development plans of the major institution;
3. allow the city to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development; and
4. provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from major institution growth.

L285 The master plan should establish or modify boundaries; provide physical development standards for the overlay district; define the development program for the specified time period; and describe a transportation management program.





- L286** Require City Council review and adoption of the master plan following a cooperative planning process to develop the master plan by the Major Institution, the surrounding community and the city.
- L287** Encourage the preservation, restoration and reuse of designated historic buildings.
- L288** In considering rezones, the objective shall be to achieve a better relationship between residential or commercial uses and the Major Institution uses, and to reduce or eliminate major land use conflicts in the area.

A. Open Space Network

Goals

- LG83** Provide places for the people of Seattle to interact with others, and experience repose, recreation, and natural beauty. Provide healthy play space for children and their families; passive uses such as strolling, sitting, viewing, picnicking, public gathering, and community gardening; and active uses such as competitive sports and running.
- LG84** Support the development patterns called for by this plan, enhance environmental quality, provide light, air and visual relief; offer community-building opportunities; provide buffers between residential areas and incompatible uses; and protect environmentally sensitive areas.
- LG85** Facilitate biking and walking as viable transportation choices, provide access to healthful recreational activities, and link major parks and open spaces with Seattle neighborhoods.
- LG86** Enhance the urban village strategy through the following:
1. amenities in more densely populated areas;
 2. recreational opportunities for daytime populations in urban centers.
 3. mitigation of the impacts of large scale development;
 4. increased opportunities to walk regularly to open spaces by providing them close by;





5. connections linking Urban Centers and Villages, through a system of parks, boulevards, community gardens, urban trails, and natural areas;
6. a network of connections to the regional open space system,
7. protected environmentally critical areas; and
8. an enhanced tree canopy throughout the City.

Policies

- L289** Strive to accomplish goals in Land Use Appendix G for the amount, types, and distribution of open space.
- L290** Permit the modification of open space goals through the neighborhood planning process.
- L291** Provide unstructured open play space for children in or near residential neighborhoods.
- L292** Guide development of shoreline public access and recreation as important elements in the city's open space network.
- L293** Require that usable open space be provided by private development, in appropriate locations and circumstances.

Public Projects

- L294** Seek to provide public open space in conjunction with major public projects, such as utility and transportation projects, with the amount of open space based on the size of the project, open space needs of adjacent areas, and the opportunities provided by the particular project.
- L295** Emphasize flexibility in planning, designing, and developing new open space and encourage development of innovative projects.
- L296** Maximize the potential of the street system for public use through the reclamation of portions of public right-of-way, where appropriate, for open space, waterfront access, tree planting and substantial landscaping, pedestrian amenities, recreation space, view corridors, and boulevards.
- L297** Promote inter-agency and intergovernmental cooperation to expand community gardening opportunities, and include P-Patch community gardening among priorities for use of City surplus property.
- L298** Designate and preserve important natural or ecological features in public ownership as greenspaces for low-intensity open space uses.
- L299** Consider open space provisions identified in adopted neighborhood plans, including specific open space sites and features, in guiding the expansion of the open space network.





L300 Direct efforts to expand the open space network according to the following considerations:

1. Locations for new facilities:
 - a. Urban villages targeted for largest share of residential growth; especially those existing high density residential areas presently not served according to the population-based or distribution goals for urban village open space;
 - b. Other urban village locations where an adopted subarea plan or recognized neighborhood plan includes open space recommendations consistent with these policies; and
 - c. Specific locations enumerated in the Parks functional plan outside urban centers or villages.
2. Types of open space acquisitions and facility development:
 - a. Village open space sites, urban center indoor recreation facilities, village commons sites, and community gardens;
 - b. Critical open space linkages, connectors, and corridors that are highly accessible for active use within or directly serving urban villages, high density and/or high pedestrian, bicycle, or transit use areas;
 - c. Open space linkages, connectors, and corridors that are highly accessible for active use serving other high

pedestrian, bicycle, or transit use areas;

- d. Other types of open space within or adjacent to urban villages that is accessible from adjacent urban villages.

Urban Trails

L301 Continue development of a system of urban trails intended to provide a comprehensive, interconnected network of routes including local streets, boulevards, non-motor corridors and other open space elements.

L302 Include as part of the Urban Trail system a network of on and off road paths that, whenever possible, also serve as linear greenways. Consider abandoned railroad rights-of-way and utility rights-of-way as primary resources for expanding such a trail system. Incorporate, where appropriate, developed and undeveloped street rights-of-way that can contribute to the network by linking trails.





L303 Include the following considerations in the design of trails:

1. Design trails and associated improvements to respond to the specific purpose of the trail, whether or not the trail will carry combined motor, pedestrian and bicycle traffic, shared bicycle/pedestrian traffic or, be limited to pedestrians. Seek to provide separate trail facilities for bicyclists and pedestrians where heavy trail use is anticipated. Include strategies to address the needs of disabled users.
2. Plan trails to interconnect wherever feasible, thereby allowing users the opportunity to return to the point of beginning via a different route.
3. Seek to protect existing trails and publicly owned stairways from encroachment by private development, including motor vehicle crossings, especially in residential neighborhoods where safety and aesthetic issues are paramount.
4. Maintain and protect safe, convenient vehicular access to existing industrial sites adjacent to proposed trails, especially where there is heavy truck traffic crossing the proposed trail.

L304 Establish through the combined system of urban trails and the City's designated boulevards a network among the City's varied open space features and activity centers as well as connections with recreational and natural areas within the Puget Sound region.

L305 Consider public lands such as street rights-of-way, abandoned railroad rights-of-way, and utility corridors as primary resources for expanding the trail system.

Green Streets

L306 Define a Green Street as a street right-of-way which is part of the street circulation system which through a variety of treatments, such as sidewalk widening, landscaping, traffic calming, and pedestrian-oriented features, is enhanced for pedestrian circulation and open space use and to reinforce desired land use and transportation patterns,

L307 Allow a range in the treatment of Green Streets, from making modest increases in landscaped areas, to limiting vehicular access or circulation along portions of the street. Recognize that the function of Green Streets is to:

1. enhance public circulation and open space opportunities;
2. reinforce the pedestrian environment of neighborhood commercial areas; and
3. develop a street network which includes neighborhood amenities such as pedestrian and bicycle trails connecting open spaces with activity areas. Green streets are not intended to provide increased on-street parking, but instead to enhance the pedestrian environment.





L308 Give priority for Green Street designation to areas with medium- to high-density zoning and limited open space opportunities. Encourage private participation in Green Street improvements through development incentives in the downtown area.

L309 Designate a Green Street through City Council action, as part of an approved neighborhood or sub-area Plan, or through the Green Street designation process that includes:

1. identifying and evaluating potential Green Streets to determine whether they meet the locational criteria and to assign a priority for their development.
2. an assessment of each Green Street's effect on circulation, access, parking, loading, bicycle and pedestrian functions of the street.
3. community participation for areas which could be affected by the proposed Green Street.

L310 Design designated Green Streets according to established standards or guidelines.

Locational Criteria

L311 The City may consider establishing Green Street improvements where such action would encourage pedestrian activity, reinforce desirable land use and transportation patterns and provide open space amenities that would receive sufficient use to justify development and maintenance costs. Streets meeting some or all of the following criteria would be most appropriate for this type

of open space development. Consider streets meeting some or all of the following criteria as most appropriate for designation as Green Streets:

1. Streets in medium and high density areas with limited private and public open space opportunities.
2. Streets that could reinforce commercial and mixed use activity, and enhance the quality of the pedestrian environment without conflicting with desired traffic circulation.
3. Streets at critical locations in redeveloping areas which could serve as a focus for new development and provide direction for desirable changes in land use patterns.
4. Streets which provide safe pedestrian and bicycle connections with neighborhood attractions, such as schools, shopping areas, public facilities, institutions and public open spaces, or streets integrated with the City's urban trail network or other bikeways and walking routes.
5. Streets which have a special character that is of interest to pedestrians, including streets providing shoreline access, streets with special views, and streets located in areas of unique historic or architectural interest.
6. Undeveloped streets within designated greenspaces where it is desirable to retain the undeveloped conditions of the surroundings.





E. Annexation

Policies

L312 Designate as Potential Annexation Areas areas that include parcels currently owned by the City or small areas almost completely surrounded by land currently within Seattle's city limits. Areas meeting these conditions are designated as Potential Annexation Areas as shown in Land Use Figure 8.

L313 Favorably consider annexation requests by the residents of unincorporated areas to meet regional growth management goals.

L314 Support annexations of unincorporated areas to surrounding jurisdictions by being involved in public participation efforts to determine local sentiment regarding annexations, participating in the development of interlocal agreements concerning final annexation plans with the goal of eventually eliminating any unincorporated island areas, and participating in the evaluation of any proposals to create new jurisdictions in these areas.

L315 Seek, through cooperative efforts with adjacent jurisdictions, an equitable and balanced resolution to jurisdictional boundaries of the remaining unincorporated areas adjacent to the City's limits. Future annexations to Seattle and/or City boundary changes shall be based on the following:

- I. The area has access or can easily be connected to areas already served

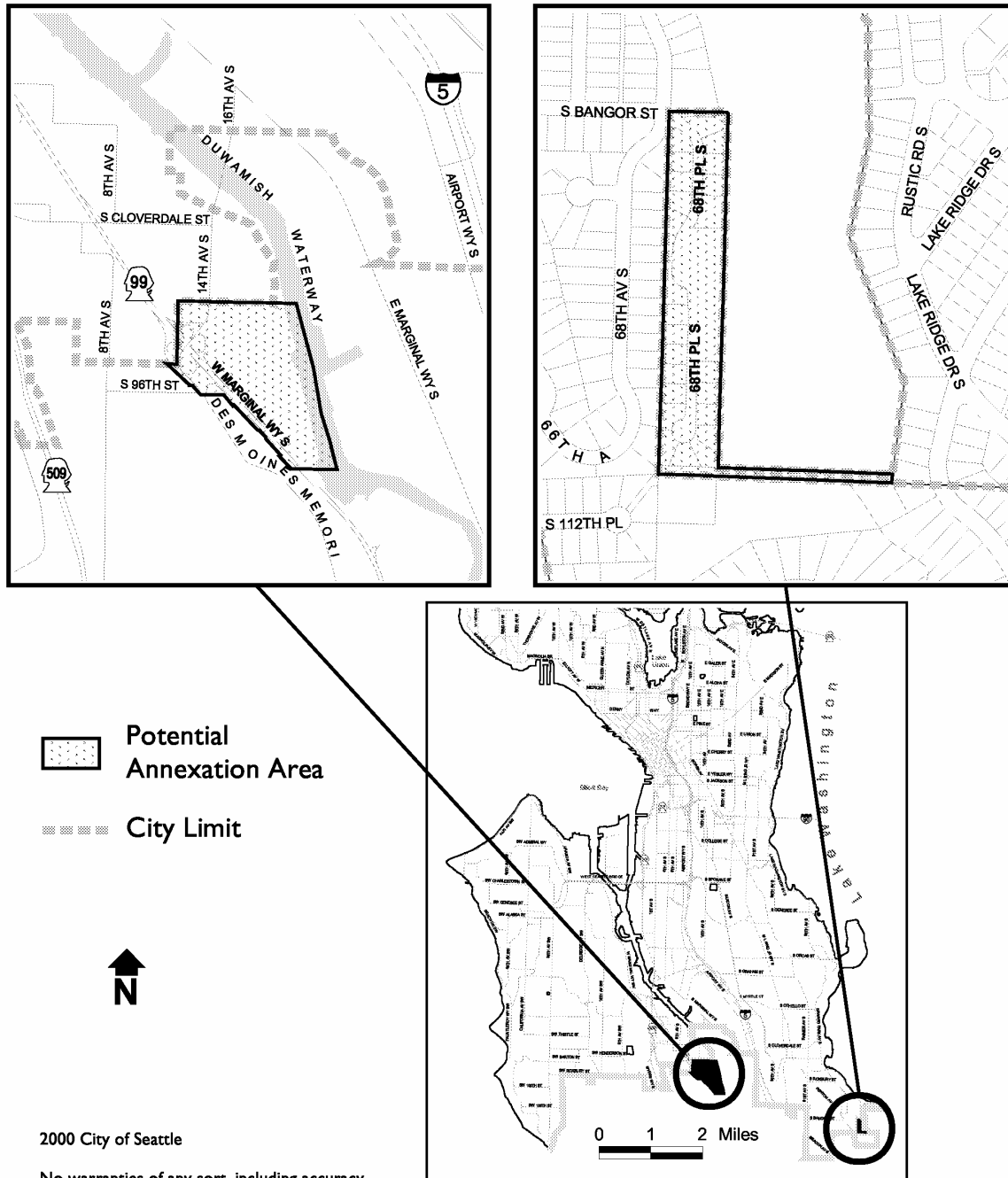
by the City, allowing efficient delivery of services to the area;

2. The City can readily provide services to the area; and
3. The boundary changes or interjurisdictional agreements will result in a fair and equitable distribution of revenues, facilities development and maintenance and operating costs, and transfer of assets.





Land Use Figure 8
Potential Annexation Areas





F. Shorelines

Discussion: In conformance with the goals of the State Shoreline Act, the Seattle Shoreline Master Program is established to accommodate a variety of functions and activities unique to shoreline areas, especially water-dependent businesses and shoreline recreation activities, and to protect and enhance public access, natural areas and views of the water. Management of Seattle's shorelines is guided by the Area Objectives for Seattle's shorelines as established in these policies, and the purpose of the shoreline environments, the shoreline environment designations and the use regulations and development standards established in the Land Use Code. All these elements combined constitute the Seattle Shoreline Master Program.

SHORELINE USE

Goals

- LG87** Establish shoreline uses that result in long-term over short-term benefit.
- LG88** Plan for and encourage the integration and location of compatible uses within segments of the shoreline.
- LG89** Locate all non-water dependent uses upland to optimize shoreline use and access.
- LG90** Provide a management system that will plan for and permit all reasonable and appropriate use through a system of priorities.
- LG91** Protect those areas of shoreline that are geologically dangerous or fragile, or biologically fragile.

Policies

- L316** Permit only those uses or conditions that retain use options for future generations unless identified benefits clearly outweigh the physical, social and/or economic loss to future generations since competition between uses for shoreline does not generally occur at one moment, but over a period of time. Water dependent uses generally shall have priority. Preference will be given in the following order:
 - 1st. Protection and enhancement of natural areas or systems: those identified as containing or having unique geological, ecological or biological significance.
 - 2nd. Water-dependent uses: all uses that cannot exist in any other location and are dependent on the water by reason of the intrinsic nature of their operations. However, because of their historic role and legal recognition by the City, floating home moorage are designated as a water dependent use. Such designation does not imply support for increase of floating home moorage. The intent of this policy is to recognize the existing floating home community in Lake Union and Portage Bay, while protecting natural areas, preserving public access to the shoreline, and preventing the displacement of water-dependent commercial and manufacturing uses by floating homes. Areas with substantial concentrations of existing floating homes shall be





given a designation that preserves residential uses.

- 3rd. Non-water dependent uses: those uses that do not need a waterfront location to operate.

L317 Define in the Land Use Code all appropriate shoreline uses, and provide site development performance standards and other appropriate criteria indicating minimal acceptable standards to be achieved. Uses shall be preferred in the following order:

I. On waterfront lots:

- a. Protection and Enhancement. Uses that provide for protection and enhancement of natural areas or systems.
- b. Water-dependent uses. Uses that are dependent on the water by the intrinsic nature of their operation.
- c. Water-related uses. Uses that are not intrinsically dependent on a waterfront location but whose operation cannot occur economically without use of the water adjacent to the site.
- d. Nonwater-dependent uses with regulated public access. Uses that are neither water-dependent nor water-related because they do not use the water, although a waterfront location may increase their profitability. Such uses provide a public benefit because they provide an opportunity for substantial numbers of the

people to enjoy the shorelines of the City.

- e. Non water-dependent uses without regulated public access.
2. On upland lots: Preferred uses are those that complement uses on adjacent waterfront lots.
3. The preference for natural areas shall be accomplished by prohibiting uses that would disrupt natural areas or by providing enhancement of such areas where necessary.
4. Preferred uses will vary according to the purpose of the environment:
 - a. If the purpose of the environment is to encourage water-dependent and water-related uses, these uses shall be preferred by prohibiting and/or restricting non water-dependent uses on waterfront lots.
 - b. If the purpose of the environment is to provide public access, providing public access shall be preferred by permitting non water-dependent uses and requiring public access.
5. The determination that a shoreline area is suitable for a particular water-dependent use shall be made by comparing the area's physical characteristics and existing land use patterns to the locational requirements of water-dependent uses.





L318 Identify those areas of shorelines that are geologically or biologically dangerous or fragile and regulate development to prevent damage to property or organisms and the general public.

L319 Encourage the development of support industries and services on upland lots by permitting a wider range of uses and more flexible development standards than waterfront lots, and avoiding potential incompatibility with water-dependent uses on waterfront lots.

SHORELINE ACCESS

Goals

LG92 Provide for the optimum amount of public access—both physical and visual—to the shorelines of Seattle.

LG93 Preserve and enhance views of the shoreline and water from upland areas where appropriate.

Policies

L320 Increase opportunities for substantial numbers of people to enjoy the shorelines, by permitting non-water-dependent uses providing public access to locate in waterfront areas less suited for water-dependent uses, and by requiring public access on public property.

L321 Promote public enjoyment of the shorelines through public access standards by requiring improvements that are safe, well designed, and offer adequate access to the water.

L322 Except for single family residences, maintain standards and criteria for public access and private use of publicly owned or controlled shorelines to achieve the following:

1. Provide linkages between shoreline public facilities via trails, paths, etc., to connect with terminal boating and other recreational facilities.
2. Indicate by use of signs and graphics all publicly owned or controlled shoreline.
3. If appropriate, offer bonuses for the provision of public access in private property.
4. Require public agencies such as the City, Port of Seattle, and King County Metro, etc., to provide public access opportunities at new shorelines facilities and encourage these agencies to provide similar opportunities in existing facilities.
5. Provide standards and criteria for view and visual access from upland and shoreline areas.
6. Give priority to the operating requirements of the water-dependent and water-related uses over preservation of views in those environments where water-dependent uses are encouraged.
7. Limit off-premise signs and regulate other signs to enhance and protect views.





L323 Waterways in Lake Union and Portage Bay are for public navigation access and commerce and, in general, the City shall not request that the designation be removed from Waterways. The City may request that waterways be vacated only when the city reclaims the area as street right of way or for public park purposes. The City may request that the dry land portion of a waterway be redesignated for the additional purpose of providing permanent public access improvements.

TRANSPORTATION

Goals

LG94 Develop a transportation network that supports and enhances use of and access to the shorelines

LG95 Relocate transportation facilities that are functionally or aesthetically disruptive to the shoreline.

Policies

L324 Encourage the transport of materials and cargo via modes having the least environmental impact.

L325 Encourage the maintenance and future development of inter-modal commuter ferry services, complementary to other public transportation systems, from both intracity locations and regional activity centers.

L326 Streets, highways, freeways and railroads should be located away from the shoreline in order to maximize the area of waterfront lots and minimize the area of upland lots. Streets, highways,

freeways and railroads not needed for access to shoreline lots shall be discouraged in the Shoreline District.

L327 The primary purpose of waterways in Lake Union and Portage Bay is to facilitate navigation and commerce by providing navigational access to adjacent properties, access to the land for the loading and unloading of watercraft, and temporary moorage. The importance of waterways in providing public access from dry land to the water is also recognized.

L328 Public access shall be the preferred use for recaptured rights-of-way. Public rights-of-way may be used or developed for uses other than public access, provided that such uses are determined by the City to be in the public interest, and that public access of substantial quality and at least comparable to the right-of-way is provided.

L329 Shorelines street ends are a valuable resource for public use and access. Public or private use or development of street ends shall be designed to enhance rather than reduce public access.

L330 Provide public transportation convenient to the shoreline.





CONSERVATION

Goals

- LG96** Preserve, protect and restore areas such as those necessary for the support of wild and aquatic life or those identified as having geological or biological significance.
- LG97** Insure that all future uses will preserve and protect environmental systems, including wild and aquatic life.
- LG98** Insure continuing scientific study of Seattle shoreline ecosystems.

Policies

- L331** Protect the natural environment through use and development standards governing shoreline activities including Best Management Practices.
- L332** Areas identified as special wildlife or fisheries habitat should be developed only if no reasonable alternative locations exist and then only if the project is designed to minimize and mitigate habitat damage.
- L333** Require that all commercial, industrial or other high activity uses provide means for treating natural or artificial urban run-off to acceptable standards. Developments with industrial and commercial uses that use or process substances potentially harmful to public health and/or aquatic life shall provide means to prevent, to the extent possible, point and non-point discharge of the harmful substances.
- L334** Dredging and disposal of dredge materials shall be conducted in a manner that minimizes short and long-term environmental damage.
- L335** Permit landfill on submerged land that does not create dry land where necessary for a water-dependent or water-related use, for the installation of a bridge or utility line or for wildlife or fisheries habitat mitigation or enhancement. Permit landfill that creates dry land only where necessary for the operation of a water-dependent or water-related use, to repair pocket erosion, or for wildlife habitat mitigation or enhancement. Large amounts of dry land may be created in Lake Union only if specifically approved by the Council for a public park purpose.
- L336** Identify those areas that have potential for restoration to "natural" conditions, develop standards for the conditions in those areas, and provide incentives for achieving such standards.
- L337** Support programs that inform the public about shoreline conservation practices, and identify methods by which public and private shoreline owners or community groups may encourage wild, aquatic and botanical life, and require such methods when appropriate.
- L338** Support the study of the shoreline systems that will provide a continuously updated baseline against which to judge the impact of any action.





ECONOMIC DEVELOPMENT

Goals

LG99 Encourage economic activity and development of water-dependent uses by supporting the retention and expansion of existing water-dependent businesses and planning for the creation of new developments in areas now dedicated to such use.

LG100 Allow a multi-use concept of development, provided that the major use is water-dependent and that provides public access to the shoreline yet maintains the economic viability of the use.

Policies

L339 Concentrate industrial and commercial shoreline uses by supporting the retention and expansion of existing water-dependent businesses, and planning for the creation of new developments in areas now dedicated to such use.

L340 Identify and designate appropriate land adjacent to deep water for uses that require such condition, such as industry or commerce.

L341 Provide incentives for public amenities on private property.

L342 Citywide objectives for different types of water-dependent businesses and industries:

I. Cargo Handling Facilities.

- a. Reserve space in deep water areas with adequate backup space to permit the Port of Seattle and other marine industries to remain competitive with other ports.
- b. Work with the Port of Seattle to develop a long-range harbor plan in order to provide predictability for property owners and private industry in the Duwamish and Elliott Bay.

2. Tug and Barge Facilities. Retain Seattle's role as the Gateway to Alaska and maintain space for Puget Sound and Pacific trade.
3. Shipbuilding, Boat building, and Repairs. Maintain a critical mass of facilities in Seattle in order to meet the needs of the diverse fleets that visit or have a home port in Seattle, including fishing, transport, recreation and military vessels.
4. Moorage. Meet the long-term and transient needs of all of Seattle's ships and boats including fishing, transport, recreation and military. Locate long-term moorage in sheltered areas close to services, and short-term moorage in more open areas. Support the efficient use of Fishermen's Terminal, the Shilshole Marina and other public moorage facilities. Reduce the displacement of commercial moorage by recreational moorage by encouraging the full use of submerged lands for recreational moorage in areas less suited for commercial moorage. Require large recreational marinas to provide





some commercial transient moorage as part of their facilities.

5. **Recreational Boating.** Maintain Seattle's unofficial status as a "boating capital." Allow a variety of boating facilities from launching ramps for small "car top" boats to major marinas. Provide long-term recreational moorage for residents and sufficient short-term moorage close to cultural and recreational centers for visitors.
6. **Passenger Terminals.** Maintain and expand the opportunity for residents and visitors for convenient travel by ship to local and distant ports. Encourage more passenger-only ferries and cruise ships on the Central Waterfront.
7. **Fishing Industry.** Maintain a critical mass of support services including boat building and repair, moorage, fish processors, and supply houses to permit Seattle fishermen to continue to service and have a home-port for their vessels in Seattle waters. Recognize the importance of the local fishing industry in supplying local markets and restaurants. Recognize the economic contribution of distant water fisheries to Seattle's maritime and general economy.

RECREATION

Goals

- LG101** Manage publicly owned shorelines that are suitable for public recreation to optimize their potential.

- LG102** Increase the amount of shorelines dedicated to public recreation and open space.

- LG103** Identify, protect and reserve for public use and/or enjoyment those areas containing special shoreline qualities that cannot be easily duplicated.

Policies

- L343** Allow for increased opportunity for the public to enjoy water-dependent recreation including boating, fishing, swimming, diving and enjoyment of views.
- L344** Designate as suited for water-dependent recreation areas having natural beaches, large amounts of submerged land for moorage or sheltered waters and the absence of heavy ship traffic and incompatible heavy industry.
- L345** Provide for recreational boating facilities including terminals, moorage and service facilities on publicly-owned land and encourage the provision of such facilities on private property, if the environmental impact is acceptable.
- L346** Increase publicly-owned shorelines, giving priority to those areas that lack recreational facilities.
- L347** Explore alternative means (other than acquisition) to provide public recreation at the shoreline and on the water.
- L348** Use submerged lands for underwater parks when feasible.





HISTORY, CULTURE, RESTORATION AND ENHANCEMENT

Goals

- LG104** Appropriately designate sites and areas of shoreline having historic or cultural significance.
- LG105** Support and encourage the restoration of those areas or conditions of the shoreline now unsuitable for private or public use, consistent with economic and environmental goals.
- LG106** Upgrade and/or beautify the public shoreline.

Policies

- L349** Support and encourage the restoration, preservation and maintenance of areas of the shoreline having significant historical or cultural significance, and a program for shoreline restoration and beautification.
- L350** Consider protection of individual sites or aspects of areas identified as being of historical significance through landmark designation.

PROCESS

Goals

- LG107** Continue shoreline planning by periodically updating the inventory, goals, policies and regulations to respond to changing attitudes and conditions in Seattle's shorelines.

Policies

- L351** Conduct periodic assessments of the performance of and the need for change in the Shoreline Master Program.

AREA OBJECTIVES FOR SEATTLE'S SHORELINES

Goals

- LG108** Recognize the unique opportunities in different areas of our shorelines to accommodate different types of water-dependent businesses and shoreline recreation, and to protect and enhance natural areas and views of the water.
- LG109** Restore Lower Duwamish Watershed habitat while maintaining the urban industrial nature of the area, its neighborhoods, and the importance of sustaining a healthy and diverse working waterfront and marine ecology.
- LG110** Strengthen the vitality of a functioning ecosystem within the Lower Duwamish Watershed by integrating projects into their surrounding environments, by supporting a diversity of habitats, and by strengthening connections between habitats throughout the Watershed.





Policies

L352 The Lower Duwamish Watershed Habitat Restoration Plan (December, 1996, as may be amended from time to time) should be considered by agencies when conducting planning or permitting activities within the watershed

Encourage and enhance shoreline recreational activities, particularly in developed parks.

Provide for quality public access to the shoreline.

Preserve and enhance views of the water.

L353 It is the intent of the Area Objectives to indicate which of the Shoreline Areas Goals and Policies are to be met on each specific section of shoreline. The Management System for Appropriate Uses as required by the Shoreline Management Act shall consist of the Area Objectives for the diverse areas of Seattle's shorelines, the purposes of the shoreline environments, the shoreline environment designations, and the use regulations and development standards of the Land Use Code.

Protect areas developed for residential use in a manner consistent with the Single Family and Multi-family Residential Area Policies.

L354 The area objectives for Seattle Shorelines illustrated in Land Use Figure 9 are as follows:

I. Area Objectives For Shorelines Of Statewide Significance

a. Puget Sound
(Residential/Recreational Areas)

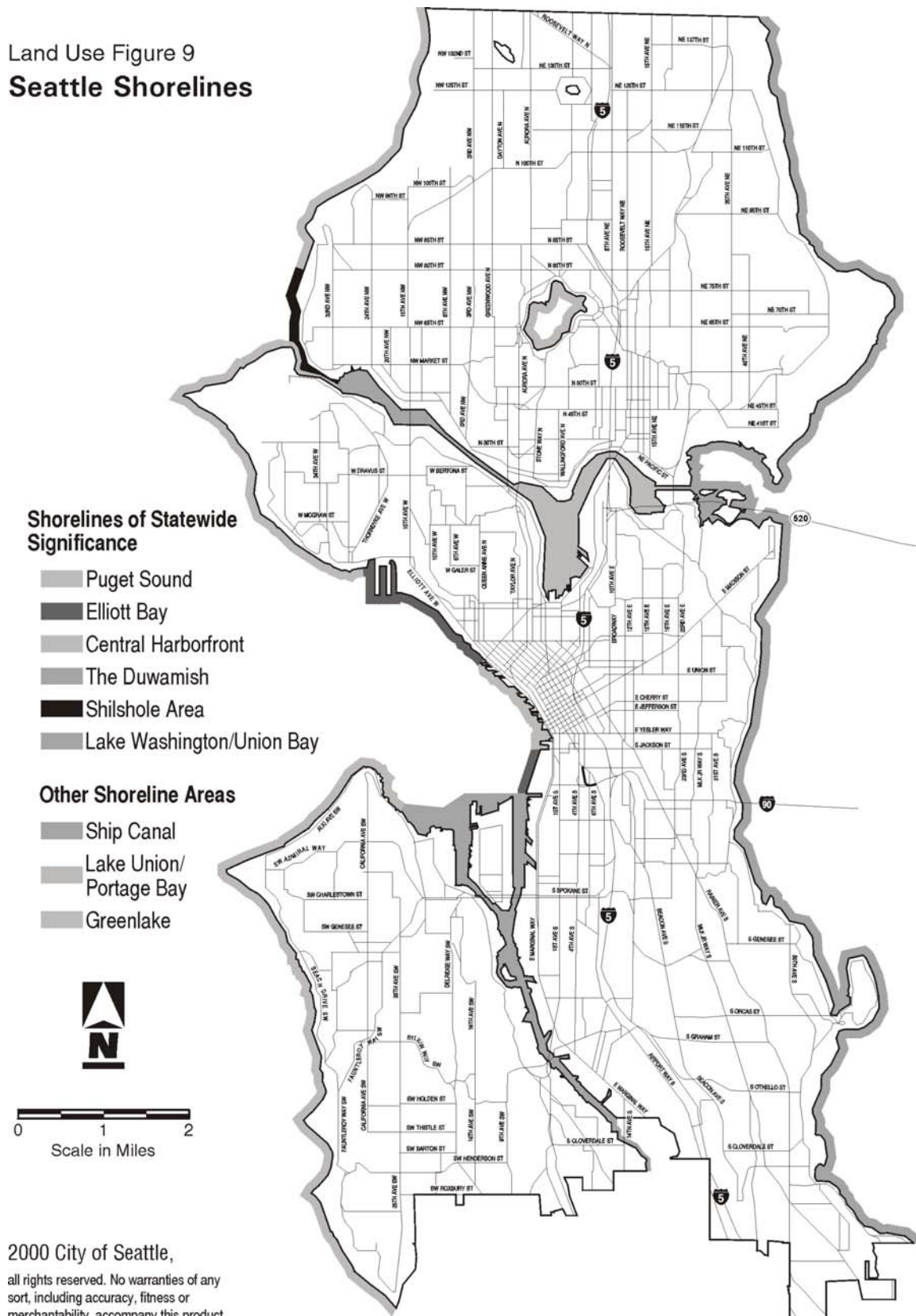
(The Puget Sound area includes all of the shorelines on Puget Sound within the City limits, except the Shilshole area, Elliott Bay, the Harborfront and the Duwamish Waterways.)

Protect the fragile ecology of the natural beaches and fish migration routes.





Land Use Figure 9
Seattle Shorelines



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b. Elliott Bay

(The Elliott Bay area is all shoreline area from 24th Avenue West to SW Atlantic Street, except the Harborfront, Harbor Island and the Duwamish Waterways.)

Reserve waterfront lots for major port terminals, large water-dependent and water-related manufacturing and industrial facilities and major water-dependent recreational developments.

Choose shoreline environments that are appropriate for recreational and industrial uses based on water depth, amount of dry land, topography and truck and rail access.

Protect and enhance migratory fish routes and feeding areas.

c. Harborfront (Central Waterfront)

The Harborfront area is the shoreline area from Bay Street on the north to S. Jackson Street on the south.)

Encourage economically viable marine uses to meet the needs of waterborne commerce.

Facilitate the revitalization of downtown's waterfront.

Provide opportunities for public access and recreational enjoyment of the shoreline.

Preserve and enhance elements of historic and cultural significance.

Preserve views of Elliott Bay and the land forms beyond.

d. The Duwamish

(The Duwamish area includes the Duwamish river from the south city limits north to South Massachusetts on the east side and southwest Bronson Street on the west side, and including Harbor Island and the East and West Duwamish Waterways.)

Preserve the statewide interest by encouraging industrial and port uses in this area where such uses are already concentrated while also protecting migratory fish routes.

Protect Kellogg Island as an important natural resource for fish and wildlife habitat and the opportunity for the public to view those resources.

Work with appropriate government agencies and shoreline users to reduce the input of pollutants, restore contaminated areas and regulate disposal of dredge spoils.





Increase public access and recreational opportunities through the Duwamish Public Access Plan.

e. The Shilshole Area

(The Shilshole area is the shoreline area from Northwest 80th Street on the north, to the Chittenden Locks.)

Retain the strong water-dependent recreational character of the area. Water-dependent recreational uses and their supporting services are the preferred uses for this area.

Permit non-water-dependent commercial uses when providing access to the water, protecting views and not usurping land usable for future water-dependent recreational uses.

On waterfront lots new residential uses may be permitted when adjacent to existing residences. Protect the fish migration routes.

f. Lake Washington and Union Bay

(The Lake Washington area is the shoreline area on Lake Washington from the north to south city limits, including Union Bay, to the Montlake Bridge.)

Preserve the resources of natural areas and fish

migration, feeding areas and spawning areas.

Provide quality public access to the shoreline by encouraging and enhancing shoreline recreational activities, particularly in developed parks.

Preserve and enhance views of the water.

Protect developed residential and commercial areas in a manner consistent with adopted land use policies. Union Bay

Protect fragile natural environments.

Provide opportunities for the public to enjoy the natural environment.

2. Area Objectives For Other Shoreline Areas

a. The Ship Canal

(The Ship Canal area includes the Lake Washington Ship Canal from the Chittenden Locks to the Fremont Bridge.)

Retain and encourage the important role that the Ship Canal plays in state, regional and local fisheries by reserving the Ship Canal primarily for water-dependent and water-related uses. Non-water-dependent uses shall be restricted, prohibited or allowed only





on a limited basis by the selection of shoreline environments that favor water-dependent uses.

Encourage the development of non-water-dependent commercial, institutional and manufacturing uses on those areas of the Fremont Cut that do not have water access.

2. Lake Union and Portage Bay

(The Lake Union area is all of Lake Union from the Fremont Bridge to the Montlake Bridge, and all of Portage Bay, from the I-5 Bridge to the Montlake Bridge.)

Maintain and encourage a diversity of uses around Lake Union and Portage Bay by designating different areas of the shoreline with different shoreline environments.

Retain the working character of Lake Union by reserving those areas of the lake's shorelines that are suitable for water-dependent uses for the use of marine businesses. Prohibit new residential uses on industrial shorelines.

Allow a greater mix of uses, including non-water-dependent uses providing public access, in those areas that are not being preserved for water-dependent uses.

Preserve the existing floating home community.

Provide a maximum amount of public access in locations that do not conflict with water-dependent manufacturing uses.

Provide for some open water and protect views of the Lake and Bay in all environments in Lake Union and Portage Bay.

Restore and enhance and Lake's natural environment.

3. Green Lake

(The Green Lake area includes the lake, the park and its 200 foot-wide shoreline.)

Encourage and enhance the shoreline recreational activities and opportunities in the area as a unique urban park.

Explore restoration options for improving water quality, reducing algae and other plant growth and enhancing sports fishing.





HEIGHT IN THE SHORELINE DISTRICT

Policy

L355 The 35-foot height limit of the Shoreline Management Act shall be the standard for maximum height in the Seattle Shoreline District. Exceptions in the development standards of a shoreline environment may be made consistent with the Act and with the underlying zoning where:

- a. A greater height will not obstruct views of a substantial number of residences and the public interest will be served; and
- b. Greater height is necessary for bridges or the operational needs of water dependent or water-related uses or manufacturing uses; or
- c. A reduced height is warranted because of the underlying residential zone; or
- d. A reduced height is warranted because public views or the views of a substantial number of residences could be blocked.

B. Telecommunications Facilities

Policies

L356 Since public benefits are provided by radio and television broadcast utilities (major communications utilities), opportunities for the location of these uses shall be provided in Seattle in order to allow for continued and improved service to the public. However, these utilities, due to their size and appearance, are incompatible with the character of residential areas, and they create adverse impacts beyond the immediate site.

L357 The intent of these policies is to recognize the public benefit provided but only allow these utilities in locations where impacts can be mitigated and in a manner that does not lead to an overall increase in new or expanded TV and radio towers. These policies encourage co-location of major communication utilities in non-residential areas and the removal of existing single purpose major communications utilities in residential areas. It is the intent of the City to encourage the relocation of major communication utilities to nonresidential areas. The City shall also provide for the location of minor communication utilities and accessory communication devices that provide telephone and other communication functions.





Radiofrequency Radiation

- L358** In order to protect the health and safety of the general public, the City should adopt standards to limit exposure to radiofrequency (RF) radiation. In the event that standards or guidelines more stringent than those in City codes are established by the federal government, the City should take steps to adopt those standards.
- L359** The replacement of existing antennas with new “best available technology” antennas that result in lower levels of radiofrequency radiation at ground level shall be encouraged.
- L360** The following activities shall be subject to review for compliance with radiofrequency radiation standards: the establishment of a new radio or television station transmitting from an existing utility, or any modification or replacement of existing radio or television antennas resulting in a significant increase in off-site radiofrequency radiation.

Appropriate Zones for Major Communication Utilities

- L361** In order to protect the character and ensure the public safety of residential areas, new major communication utilities, such as radio and television transmission towers, shall not be permitted in single family, multifamily or Neighborhood Commercial 1, 2, or 3 zones. In these zones, expansion of existing towers or on-site replacement may be allowed according to City Council conditional use procedure.

Minor Communication Utilities

- L362** Minor communication utilities shall be developed in such a manner as to minimize impacts on nearby areas. Consideration shall be given to the following criteria: visual impacts, proximity to schools, neighborhood compatibility, land use and other impacts.

Development Standards

- L363** Major communication utilities shall be developed in such a manner as to minimize impacts on nearby areas. Setback, screening and landscaping shall be required in order to minimize visual impacts on adjacent properties, and to provide an appearance as compatible as possible with the uses permitted in the zone. Continuity shall be established with key elements of typical uses within the surrounding area; for example, in or adjacent to single-family areas, peaked roofs, painted metal surfaces, wooden fences, etc., shall be provided.
- L364** Minor communication utilities and accessory communication devices regulated by the City shall be developed in such a manner as to minimize impacts on nearby areas. Consideration shall be given to the following criteria: visual impacts, proximity to schools, neighborhood compatibility, land use and other impacts. Earth stations, such as satellite dish antennas, due to their size and (usually) light color, are much more visible than other forms of antennas, creating a visual impact.



